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ASCF/SSA Australian Championship Information

Information and nomination forms for 2007 ASCF/SSA Australian Championship events have been posted on the website, speedwaysedans.com, for Super Sedans, Production Sedans, Street Stocks and Junior Sedans with Modified Production Sedan information to follow.

NATIONAL TECHNICAL CONFERENCE Technical Recommendations & Clarifications

The 2006 National ASCF/SSA Technical Conference was held in Adelaide on the 25th of August and the following clarifications and recommendations were proposed.

Modified Production Sedans - proposed draft changes

Technical committee suggested:

One vote per log-book on all new specification changes, changes only to be voted on at the end of draft circulation. Procedure for all divisions.

Page No 9 Section 9.

Helmet 'scrutineers log book entry to be completed along with drivers log book and helmet cannot be used again for any speedway event'. Process should include all safety equipment. To be placed at the beginning of this section.

Page No 10 Section 15 (specification manual)

OEM Pedals in Draft.

Page No 16 Section 11

Add 'fuel to be used is only unleaded pump fuel'.

Page 17 Section 11e

Add the word 'window' so it becomes 'window glass apertures must not be covered with fibreglass or other material'.

Page No 17 Section 11g

Keep the word 'boot' in this section.

Page No 18 Section 11n

Removed the word 'base model'.

Page No 24 Section 13h

Remove 'One Piece' start with an anti spear....as per the 2002 specification book.

Page No 27 Section 15

Add OD to mention of 38MM x 3MM CHS eg 38MM x 3MM CHS OD.

Page No 28 Section 15 Fig 9



Modified Production Sedans - proposed draft changes (continued)

Remove H.T. from the diagram - also the word 'recessed' is deleted in the wording but not in the drawing.

Page No 29 Section 15

Remove Blue writing - Technical committee will continue to monitor rub rails and if competitors are not adhering to the correct mounting procedure, rub rails will be removed from all Sections.

Page No 30 Section 16.1

Engine seals for Modified Production class will be Blue. Change to 'engine identification for Modified Production class will be Blue'.

Page No 39 Section 22h

No adjustment can be carried out from cabin or from drivers seat or whilst on the dummy grid or race-track. Replace with - To be placed at the beginning of the suspension section applying to all suspension items.

Page No 18 Section 11 m2

Remove word 'material'.

Page No 37 Section 20c.

To be removed from the draft

Page No 27 Section BUMPER Rule No 15

Front/rear pipe bumper bars to remain at 42MM CHS 3.2MM maximum.

Page No 37 Section TRANSMISSION Rule No 20F

Scattershield must be used if not using competition clutch or bell housing. Scattershield to be as new current specifications.

Also read No aftermarket alloy 9" Diff carriers are allowed only OEM parts.

Junior Sedans - proposed draft changes

Page No 27 Section REAR BUMPER BARS

Reword (A) To read rear bumper bars to be Max 100MM from rear of boot panel to rear of pipe.

Page 37 Section Suspension

All cars may use aftermarket replacement kits for top strut adjustments.

Street Stocks - proposed draft changes

Recommendations from R & D Group

When using propriety fuel cell eg RCI. If the fuel pick up is from the side or bottom this may be used.

Clarification

Page 18 Section 14T

After market bell housings be allowed.

Clarification 2 (26/8/06): The use of performance aftermarket Harmonic Balancers is illegal.

Clarification 3 (26/8/06): All electric Fuel pumps to be controlled by an engine monitoring relay.

Clarification 4 (26/8/06): The use of Head studs in Street stock engines to replace head bolts is prohibited.

Clarification 5 (26/8/06): 202 Holden & 250 Falcon engines may use High or Low compressed heads.

Clarification 7 (26/8/06): Rev limiters in Street Stocks & Junior computers to remain OEM.

Recommendation 12 (26/8/06): For all other EFI models other than Falcon & Commodore be put on hold until Research is complete.



The Leatt-brace Added To NASR Approved Head And Neck Restraints

The Leatt-Brace™ has been added to the list of NASR approved head and neck restraints, after the device has been found to meet SFI Foundation certification criteria. The SFI is globally recognised in motor sport as the standard for racing equipment and safety apparel. NASR joined the SFI earlier this year for the benefit of all speedway stakeholders, including the ACSF/SSA.

The Leatt-Brace™ has SFI certification 38.1 for neck brace systems. The SFI 38.1 is a test that is comprised of three runs on a sled that simulates a 70G impact. Two are frontal and one is a 30G side impact. 70G is equivalent to impacting a solid wall at 200km/h and the Leatt-Brace™ MOTO R Sport took the abuse in its stride and came out with flying colours.

The easiest way to check whether or not a device meets an SFI Specification is to log onto the SFI web site at: <http://www.sfifoundation.com>, click on 'Manufacturers', followed by clicking on the specification number. The manufacturers of certified products will appear on a list, along with a link to their web site.

NASR approved Head and Neck Restraints include: HANS Device - Head and Neck Support (SCHROTH, Hubbard-Downing, Stand 21), G-FORCE SRS-1 - Head and Neck Restraint, Hutchens Device, D-CEL Harness, R3 Head and Neck Restraint, Tucker Helmet Harness, Wright Device and now the Leatt-Brace™.

NASR has identified, in consultation with QBE International (their Public Liability Insurers) and QBE Mercantile Mutual (their providers of Personal Accident Insurance) that since head and neck restraints became mandatory for Sprintcars in October 2004 and highly recommended in other classes including sedans, that the number of head and neck injuries has fallen by 48% over all NASR sanctioned speedway divisions.

Head and neck restraint devices assist in preventing injuries by limiting extreme head motion and neck loads. They are not designed to assist in preventing thoracic and lumbar back injuries.

The various factors that should be considered when purchasing a head and neck restraint device include, but are not limited to: comfort, the type of helmet needed with each particular device, the specific fastenings needed on specific helmets, the need to drill helmets & associated problems, the use of tethers, life expectancy of each device, device replacement after crash impact, custom fitment, distributor support, ease of use, personal preference, individual body type, race-car type and cost.

Purchase and use of a head and neck restraint is an important and necessary decision, which can only be made by the user after careful consideration of their individual circumstances.



Photo Finish at Latrobe

The ASCF/SSA Technical Committee must be doing something right when two cars cross the finish line side by side at the end of a 15-lap feature race. Tasmanian Street Stock Champion Troy Russell passed Todd Auton on the final corner to win at the Mountain Dew Ice International Speedway in Latrobe on November 15.

The ASCF/SSA provides plenty of exciting racing for competitors and spectators alike and we are all looking forward to more action from all divisions this season.



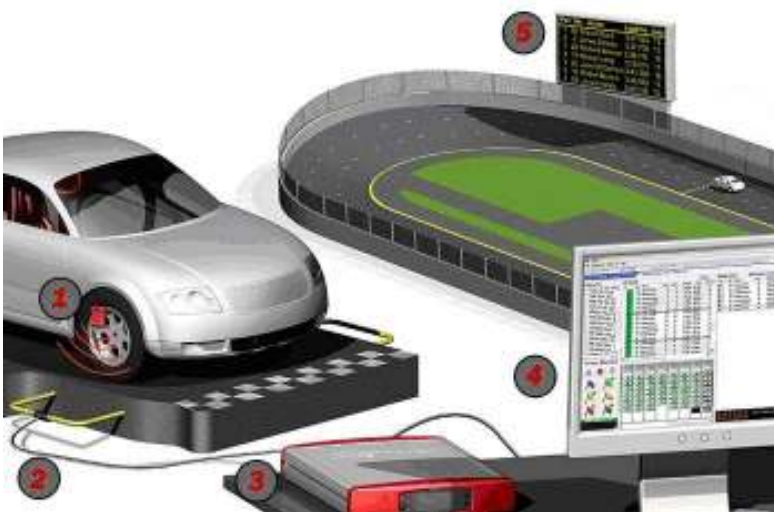
Transponders would have been very useful to decide the photo finish coming up! Russel passes Auton on the final corner at Latrobe.



Benefits of Transponders

The ASCF/SSA introduced transponders to the 2006 Australian Super Sedan Championship in Toowoomba and the second half of the inaugural National Super Sedan Series (NSSS), which resulted in many benefits for spectators, promoters, officials and drivers.

The TranX260 timing system by AMB Identification and Timing provides instant results and lap times so any lap scoring dispute can be easily and quickly resolved without the need for endless circuits under the caution flag.



Lap scoring can be a tedious and thankless task. It is often difficult to find lap scoring staff because they don't get to watch any of the racing. Transponders reduce the need for scoring staff and increase accuracy by limiting the element of human error.

Lap times can be uploaded on www.MyLaps.com or printed out, so everyone can view the race results whenever and wherever. This is an excellent benefit for media covering your race meetings and in the future will help drivers set their cars up better because lap times can be checked against different setups throughout a race meeting or

season. Transponders also eliminate disputes over inaccurate results, no more wondering who came in 2nd or 3rd.

AMB i.t. is the world's leader in transponder based automatic timing and scoring systems throughout all levels of motor sport, including professional racing. Customers all over the world currently rely on the AMB timing system such as the Super Sedan Association, NSW Speedcar Association, Mildura Speedway, MSAQ and ASCF/SSA.

The key to the TranX260 timing system is its simplicity. The system is simple to setup and operate, requiring only one or two persons to manage the timing and scoring and provide 100% accurate and reliable results. The system consists of four basic components as shown in the picture above.

A Transponder is installed in each car, as the car passes the detection loop at the finish line the signal is detected by the decoder, which calculates the results. The computer and/or scoreboard show the lap times and race results.

Imagine having a scoring pole at the speedway which everyone can see with car numbers and positions displayed, like those used at the Australian Formula One Grand Prix and Bathurst 1000, so drivers, officials and spectators know what position they are in throughout the race and on restarts.



Benefits of Transponders (continued)

The ASCF/SSA plan to use transponders at each Australian Championship plus the NSSS. If a track has a loop in place but no transponders clubs can hire them from the ASCF/SSA for major events provided they are available.

Position of Transponders on Cars

Super Sedans

Transponder mount may be a maximum of 150 mm forward of the front axle centre line.

Junior Sedans, Street Stocks, Production Sedans, modified Production Sedans, Mono Cars

Hole through floor to be minimum of 60 mm in diameter. Tip of transponder only to extend through floor.

1. 4 Door Sedan: Mount no more forward than 100 mm of a line drawn between the B pillars and no further forward than the back of the driving seat measured at the seat base.
2. 2 Door Sedan: Mount no more forward than 300 mm of a line drawn between the B pillars and no further forward than the back of the driving seat measured at the seat base.

Junior Sedan Engines

There seems to be some confusion amongst some of the parents in regards to what is allowed and what isn't allowed when it comes to engines and in particular cylinder heads...

Currently the class is a 1200cc or 1.2 litre engine size. The availability of standard engines and the more readily availability of imported engines is creating most of this confusion... This in itself is creating all forms of problems from the competitor team, the engine builder and the ASCF/SSA technical committee.

In order to put some clarity into the class the technical committee has put together the following clarification.

JUNIOR ENGINES

At all times we must all adhere to the current Specification Book, if in doubt please ask your state technical person.

Remember this is an engine for a Junior Sedan not a Super Sedan and therefore they do not require special machining or special components. Stroking and balancing of the engine, including the introduction of racing components is prohibited unless otherwise stated in specifications and or circularised updates. Standard engine reconditioning tolerances as per OEM specifications will apply.

ENGINE BLOCK is for make and model only.



Junior Sedan Engines (continued)

Crankshaft, conrods, flywheel etc is as for make and model. No stroking, grinding, lightening or balancing other than that is covered by the Specification Book, and or circularised updates. Cylinder boring or refacing of the cylinder block is allowed provided it fits into the bounds as per the specification book limitations.

PISTONS as per bore size as listed in the Specification Book.

Replacement pistons are to OEM measurement and weight etc. Pistons may not be machined for lightening and may not be decked for clearance in the valve chamber (this could be seen to be an act of balancing or lightening). Pistons in standard OEM form without modification that sit higher than the block deck height then is allowed e.g. Daihatsu. This should not be the case with Nissan and Toyota as they have a different compression arrangement. Remember compression ratio versus heat efficiency is governed by the use of unleaded Service Station fuel. The more compression the more heat is generated and an engine in standard trim has a better chance of staying cool.

CYLINDER HEADS to allow the use of imported parts and engines.

You may use an imported OEM cylinder head provided the following is adhered to;

The chosen cylinder head fits straight onto your engine block with no modification to either the head or the cylinder block. In other words using the original OEM cylinder head gasket with out modification the cylinder head will fit without any modification to the bolt / stud configuration. Exhaust and inlet manifolds must be on the same side as per the original OEM manufacturer etc.

VALVE SIZES is as per the specification book and or circularised amendments

The valve configuration and size is as per the make and model configuration as sold in Australia. No over head cam etc; that is 2 valves per cylinder. The valve and valve size is to be of standard size and will not overlap the standard valve seat.

SINGLE VALVE SPRINGS only will be used and the use of dampers is not allowed etc.

If for some reason an alternative cylinder head is available cylinder head the combustion chamber, the valve and valve seats must conform to the OEM massed produced engine as sold by the reputable dealer and registered within Australia. Any modifications to make the cylinder head or any other changes will be deemed illegal.

INLET & EXHAUST MANIFOLD

Manifolds that fit to the cylinder head are open provided that they are OEM massed produced for the model of engine and no modifications are required to fit the manifolds to the cylinder head. As a further adjunct to this is that there is no further modification required to the manifolds or the engine to fit into the engine compartment.



Junior Sedan Engines (continued)

No modifications are required to fit your original carburetor (as per your model) car registered e.g. Nissan Sunny 1980) any modification of the manifold and or the carburetor to fit onto the manifold will be deemed illegal.

CARBURETTOR visually standard as per model car registered e.g. Nissan Sunny 1980.
Modifications not allowed – enlarging, cutting, grinding, drilling, welding, filing, and rethreading etc.

As a general rule if it is not covered in the specification book you may not do it.